

AMENDMENTS TO THE SPECIFICATION:

Please delete Paragraph [14] at page 4 of the specification. Please replace Paragraphs [13], [15], [18], [23], [39], and [48] with the following amended paragraphs:

A1 [13] Fig. 1 is a schematic and diagrammatic illustration of an axle damping system in accordance with an exemplary embodiment of the present invention; and

A2 [15] Fig. ~~[[3]]~~ 2 is a schematic and diagrammatic illustration of an axle damping system in accordance with another exemplary embodiment of the present invention.

B [18] As also illustrated in Figs. ~~[[1-3]]~~ 1 and 2, work machine 10 includes an axle 14. With reference to Fig. ~~[[2]]~~ 1, axle 14 is mounted on a chassis 11 of work machine 10 for pivoting movement about a pivot point 16. In one exemplary embodiment, axle 14 is the rear axle of work machine 10.

A2 [23] As illustrated in Fig. ~~[[2]]~~ 1, first and second hydraulic cylinders 22 and 28 are disposed between axle 14 and chassis 11. Housings 23 and 29 of first and second hydraulic cylinders 22 and 28, respectively, are fixed to chassis 11 of work machine 10. When axle 14 pivots about pivot point 16 relative to chassis 11, the connection between the axle and rods 34 and 35 cause pistons 36 and 37 to move relative to housings 23 and 29 of first and second hydraulic cylinders 22 and 28, respectively.

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[39] The cross-connection of first and second hydraulic cylinders 22 and 28 acts to oppose the torque of axle 14. The force exerted on piston 36 is translated to an increase in the pressure of the fluid in first fluid line 62. The increase in pressure in first fluid line 62, in turn, exerts a force on piston 37 in second hydraulic cylinder 28. However, this force is opposed by the force exerted by axle 14 on piston ~~[[21]]~~ 37. Assuming that the fluid in first fluid line 62 and in first and fourth chamber 24 and 32 is incompressible, the fluid will prevent either piston 36 or 37 from moving relative to the respective housing 23 or 29. In other words, unless fluid is allowed to escape from first fluid line 62, first chamber 24, or fourth chamber 32, axle 14 will not be able to pivot relative to chassis 11 and the impulse force will act, in its entirety, on chassis 11.

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[48] As shown in the exemplary embodiment of Fig. ~~[[3]]~~ 2, pressure relief from both first fluid line 62 and second fluid line 64 may be controlled by a single pressure relief valve 86. A fluid line 84 may connect pressure relief valve 86 with first fluid line 62 and second fluid line 64. A check valve 90 may be configured to prevent a reverse flow of fluid from fluid line 84 into first fluid line 62. Another check valve 92 may be configured to prevent a reverse flow of fluid from fluid line 84 into second fluid line 64.

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